

COUNTRY (Country (Secret Zone)

REPORT

TOPIC Branch Motor Vehicle Repair Shop

in Geesen

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

1 August 1951

REFERENCES

PAGES 6

ENCLOSURES (NO. & TYPE)

REMARKS

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2. The production targets of the branch motor vehicle repair shop in Geesen (W 53/V 02) from December 1950 to 10 March 1951 was as follows:

Date	Production Target	Remarks
December 1950	160 Chevrolet trucks 20 ZIS trucks 20 tank trucks	At the end of 1950, the amount of vehicles completed at the shop but not yet delivered or picked up, was 300 trucks, 30 repair shop trucks and 30 tank trucks.
January 1951	140 Chevrolet trucks 40 tank trucks 20 ZIS trucks	
February 1951	140 Chevrolet trucks 40 tank trucks 20 ZIS trucks	
March 1951	100 Ford trucks 20 tank trucks 20 Chevrolet trucks	

(1)

3. Trucks needing repair which were turned in at the shop between 2 December 1950 and 2 March 1951 included:

Date

2 to 11
December
1950

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Document No.	008
No Change in Class.	<input type="checkbox"/> 25X1
<input type="checkbox"/> Declassified	
Class. Changed To:	TS 3 (S)
Auth:	NR 78-2
Date:	AUG 18 1951
By	

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18 December 60 trucks
1950

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19 December 60 trucks

21 December 60 trucks

22 December 60 trucks

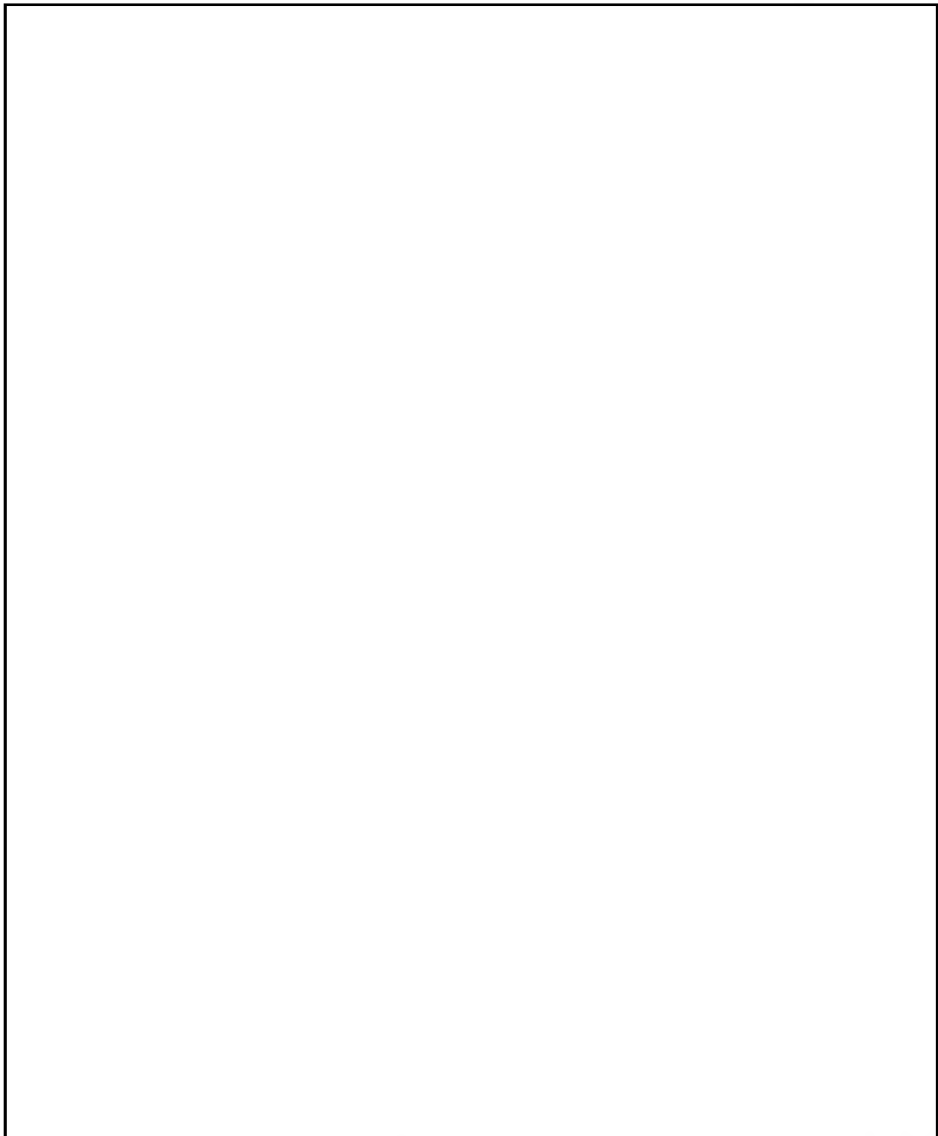
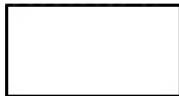
24 December 60 trucks

30 December
1950 to
20 January
1951


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3. Shipments of material and vehicles leaving the shop between 2 December 1950 and 10 March 1951 included:

<u>Date</u>	<u>Outgoing Shipments</u>
2 December 1950	80 trucks on 2 trains
6 December	repair shop truck  and filters, gears and steering gears by trucks



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Date

Outgoing Shipments

18 trucks by road toward Koenigswusterhausen

11 December 6 repair shop trucks

16 December 16 unnumbered tank trucks

20 December repair shop trucks
driven by soldiers who had come
on truck

23 December 4 repair shop trucks

21 December 2 unnumbered repair shop trucks

27 December repair shop trucks
tank trucks

13 January 1951 50 trucks, 12 repair shop trucks and 10 tank
trucks, which were completed and driven away
by personnel who had arrived in covered
trailers
at the beginning of January 1951.

16 January 58 trucks by rail, loaded by soldiers who had
arrived in covered trailer

17 January 12 unnumbered repair shop trucks picked up by
soldiers who had arrived in covered trailer

18 January 10 tank trucks, picked up by soldiers
who had arrived on truck

19 January 10 tank trucks, picked up by soldiers who had
arrived on truck

20 January 12 tank trucks, picked up by soldiers who had
arrived on truck

22 January 6 tank trucks and 2 repair shop
trucks

23 January 12 trucks

24 January 6 engines, 6 radiators and 6 steering gears by
trucks

25 January 21 engines and 21 gears by trucks

1 February 60 trucks, which were probably completed by
soldiers who had arrived on trucks

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<u>Date</u>	<u>Outgoing Shipments</u>
5 February	40 trucks, driven by soldiers who arrived on trucks [redacted] [redacted]
13 February	12 repair shop trucks [redacted] [redacted]
	and 20 trucks, completed and picked up by soldiers who arrived in covered trailer [redacted] on 10 February.
17 February	10 tank trucks [redacted] picked up by a detail of soldiers who had arrived in covered trailer [redacted] 3 engines by truck [redacted]
17 to 19 February	40 trucks and 50 repair shop trucks, loaded at the railroad spur by the repair shop personnel. The repair shop trucks [redacted]
21 February	6 tank trucks, picked up by the detail who came with covered trailer [redacted]
24 February	repair shop trucks [redacted] loaded by the repair shop personnel.
26 February to the beginning of March	90 trucks, completed and picked up by soldiers who arrived in covered trailers [redacted] and tank truck [redacted] on 26 February.
2 March	12 engines, picked up by truck [redacted]
5 to 10 March	25 Chevrolet trucks, picked up by soldiers who arrived by truck [redacted]
4.	After 2 January 1951, efforts were made to have Ford trucks included in the repair program of the shop. Since the available assembly line was not suited for this type of trucks because of the different tread, the assembly line was modified. However, it did not work in the modified state and had to be reconverted. The repair of 10 Ford trucks on special supports was attempted. The Ford trucks turned in at the shop in December 1950 allegedly came from a repair shop in Leipzig which was said to have been geared to a more essential field of production. This shop, like that in Zeesen, is a branch of a Soviet repair shop unit. (2) The repair work on the Ford trucks was still incomplete prior to 10 March. Nine of the aforementioned 10 Ford trucks were cannibalized and their parts assembled to make one truck ready for operation. The assembly line had been modified for Ford vehicles.

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However, there was still a shortage of tools for this kind of repair, and the tools had to be made in the shop. Efforts to obtain most essential tools from outside sources were of no avail. A sand blasting machine 2 1/2 meters square, was recently installed at the shop and used primarily for the cleaning of rims.

5. The number of Chevrolet trucks needing repairs 10 March had decreased to 150. The vehicles were parked in the yard and were scheduled for repair during March and April.
6. At the beginning of January 1951, 50 workers were removed from the assembly and disassembly sections, and were not replaced. A total of 180 men were discharged on 25 January, allegedly so that they could work for VEB ABUS in Wildau. Some of them were rehired in Schoeneweide after a short time, but, no additional workers were hired at the ABUS. (3)
7. Soviet officers, arriving in sedan [] inspected the repair plant on 20 December 1950. On 10 February 1951, a commission of 1 general and 6 field-grade officers arrived in Horch sedan [] and sedans []. They inspected the plant thoroughly with special emphasis on the condition of the machinery. The same commission had allegedly inspected the plant in Schoeneweide on 6 February. (3)

[] Comments.

- (1) The plant is a large branch installation of the 53d Central Repair Shop of the GOFG and is located on the premises of the former broadcasting station south of Koenigswusterhausen. []
The present report supplies additional data on the capacity and work process of the plant.
- (2) The repair plant may be the one in the former Koellmann Plant or the one in the former Buessing Plant, both plants are branch repair shops of the 54th Central Repair Shop of the GOFG in Leipzig. []
- (3) The statement probably refers to the branch plant of the 53d Central Repair Shop in Berlin-Oberschoeneweide []
- (4) The bulk of the motor vehicle []
[] listed in the report belong to the following units:
[] Headquarters units of the Third Shock Army; 14th Gds Mecz Div of the Third Gds Mecz Army; GOFG; [] the Third Shock Army. Rear Services of the GOFG; 7th Gds Tank Div of the Third Gds Mecz Army; 18th Mecz Div; Third Shock Army; engineer unit of the GOFG from Rossiau; 9th Gds Tank Div of the Second Gds Mecz Army. [] 12th Gds Tank Div of the Second Gds Mecz Army; 11th Gds Tank Div of the First Gds Mecz Army; 19th Gds Mecz Div of the Third Shock Army; artillery division of the GOFG in Potsdam; Hq Third Gds Mecz Army; 9th Tank Div of the First Gds Mecz Army; 9th Gds Tank Div of the Second Gds Mecz Army; 21st Gds Mecz Div of the Eighth Gds Army; 9th Mecz Div of the Third Gds Mecz Army; headquarters units of the Third Gds Mecz Armies; unidentified motor transport unit of the GOFG; 207th Rifle Div of the Third Shock Army; headquarters units of the Third Shock Army; 6th Gds Mecz Div of the Fourth Gds Mecz Army; 94th Gds Rifle Div of the Third Shock Army; 7th Gds Tank Div of the Third Gds Mecz Army; 25th Tank Div of the Fourth Gds Mecz Army; and 14th Gds Mecz Div of the Third Gds Mecz Army.

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